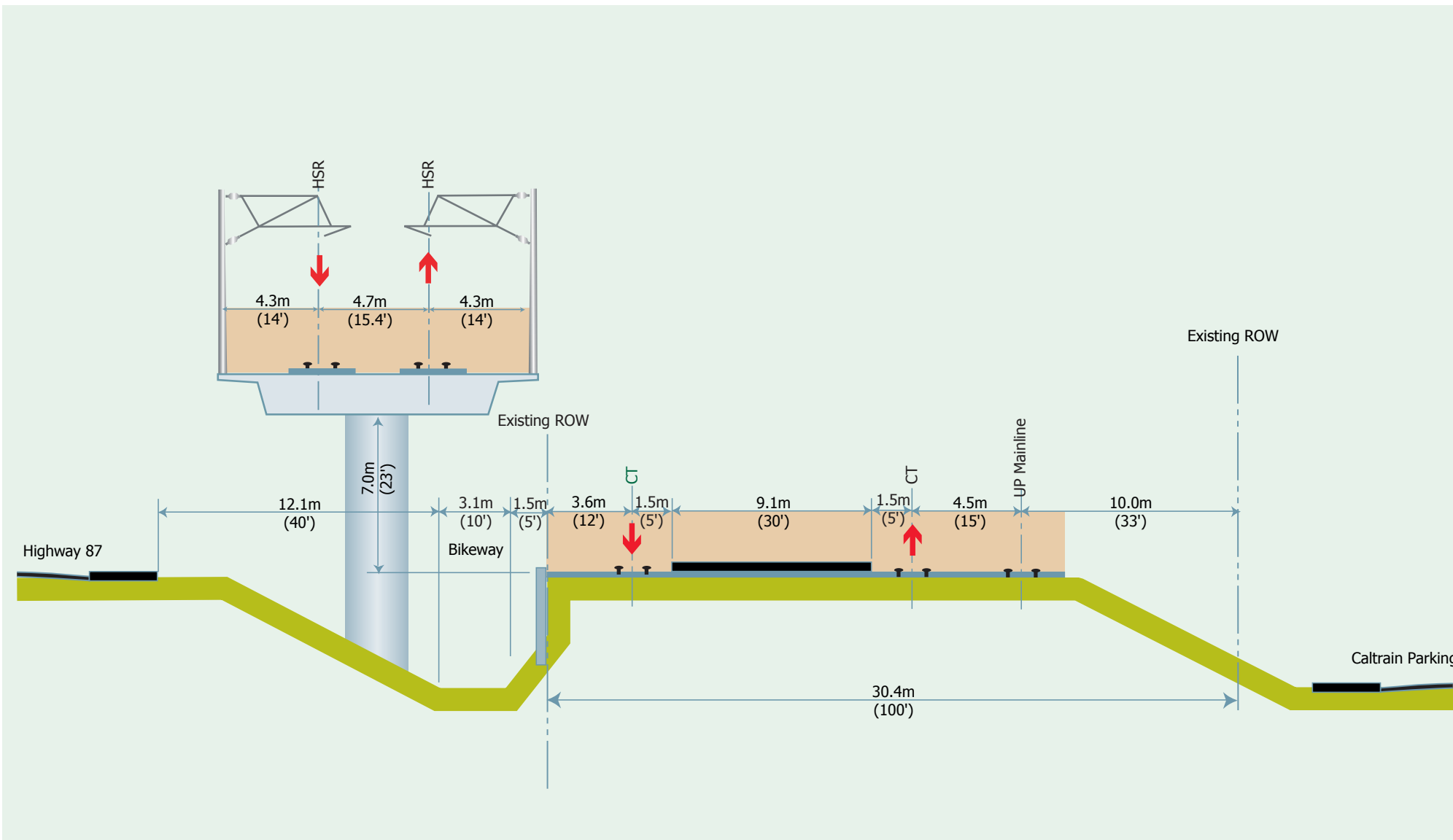


California High-Speed Train Program EIR/EIS

Bay Area - Merced Region
San Jose to Merced
Direct Route - Northern Merced
Pacheco Pass - Merced Similar from SR-87 to I-280

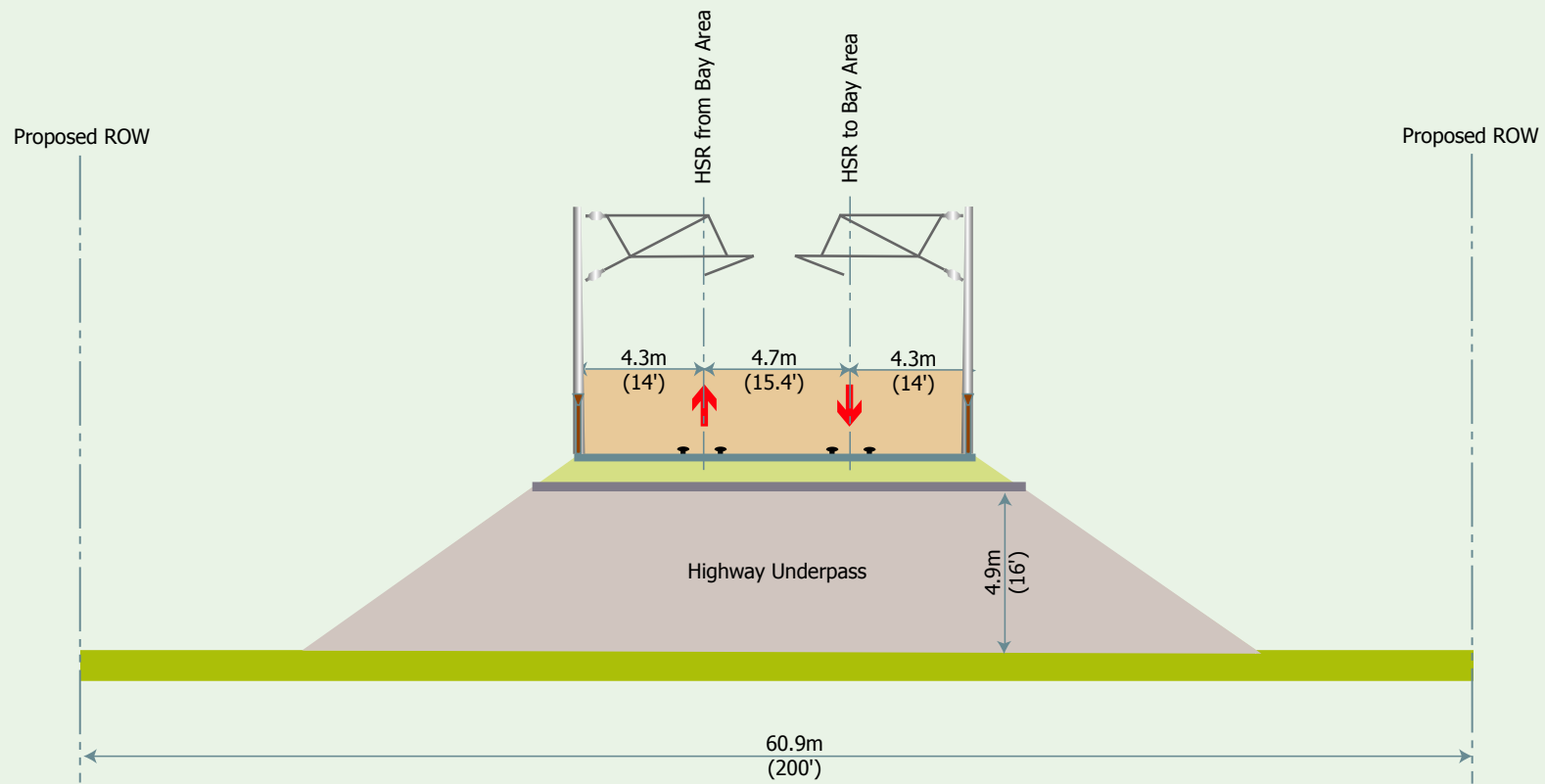
Figure A.31



California High-Speed Train Program EIR/EIS

Bay Area - Merced Region
San Jose to Merced
Direct Route - Northern Merced
Pacheco Pass - Merced Similar from Almaden Expressway to SR-87

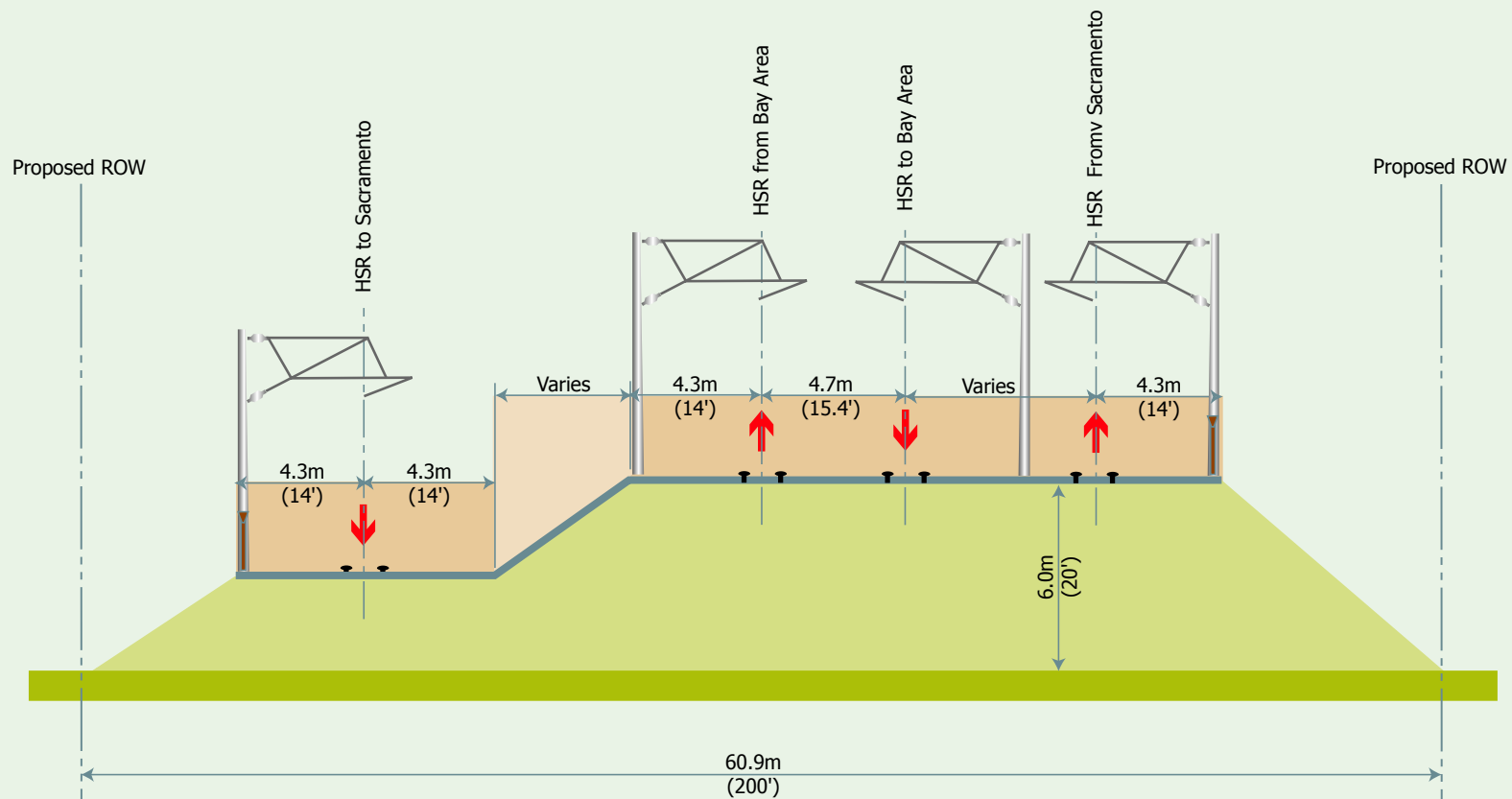
Figure A.32



California High-Speed Train Program EIR/EIS

Bay Area - Merced Region
San Jose to Merced
Direct Route - Northern Merced
Pacheco Pass - Merced Similar from I-5 to Junction with CAHSR Central Valley Line

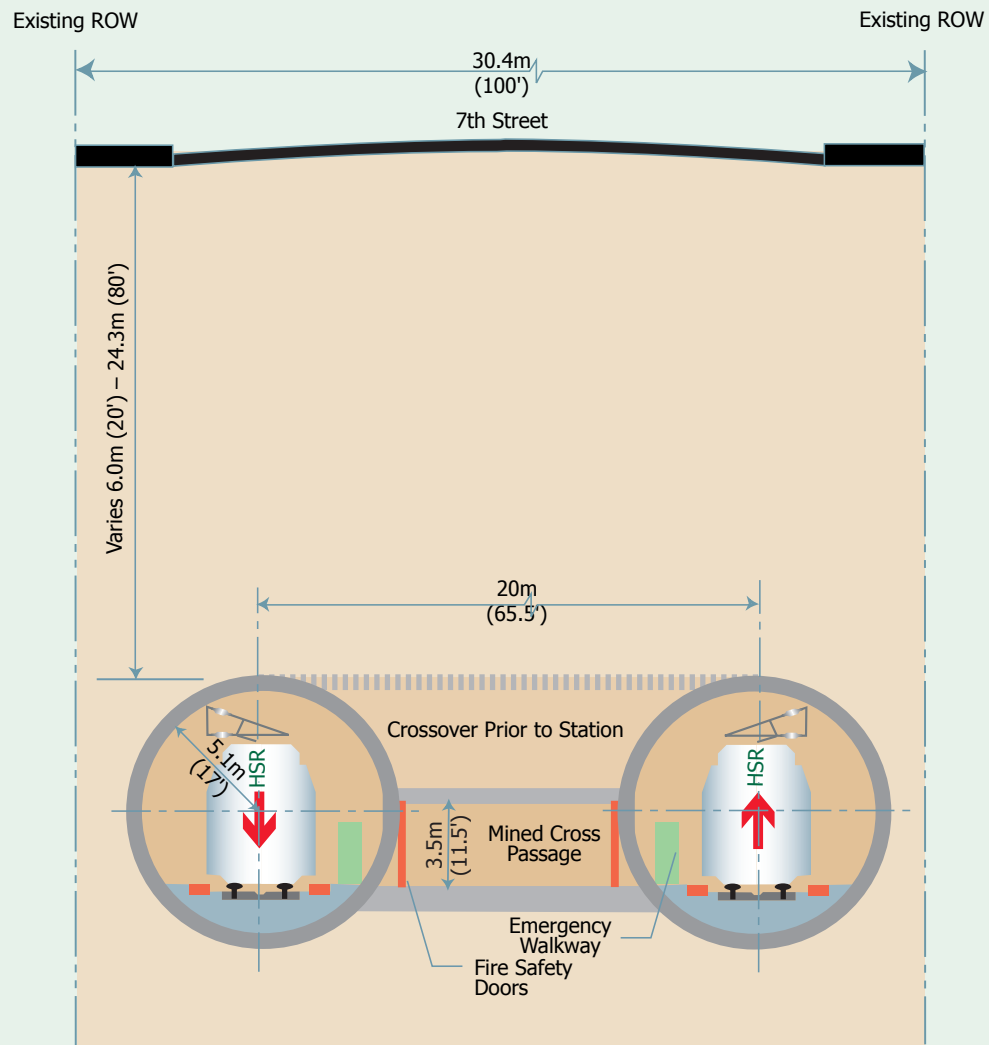
Figure A.33



California High-Speed Train Program EIR/EIS

Bay Area - Merced Region
San Jose to Merced
Direct Route - Northern Merced
Pacheco Pass - Merced Similar from I-5 to Junction with Central Valley Line

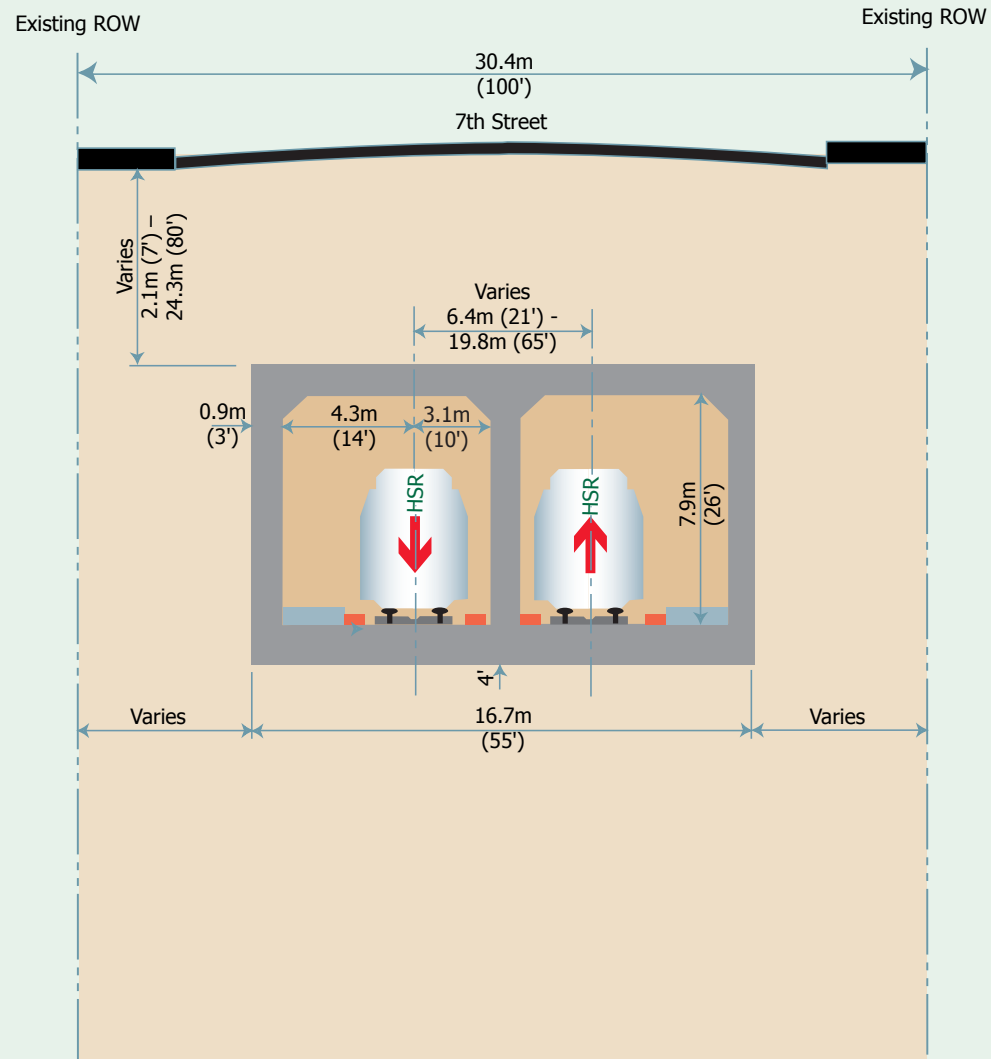
Figure A.34



California High-Speed Train Program EIR/EIS

**Bay Area - Merced Region
San Jose to Oakland
West Oakland Station
West Oakland Station from Harrison St to Market St**

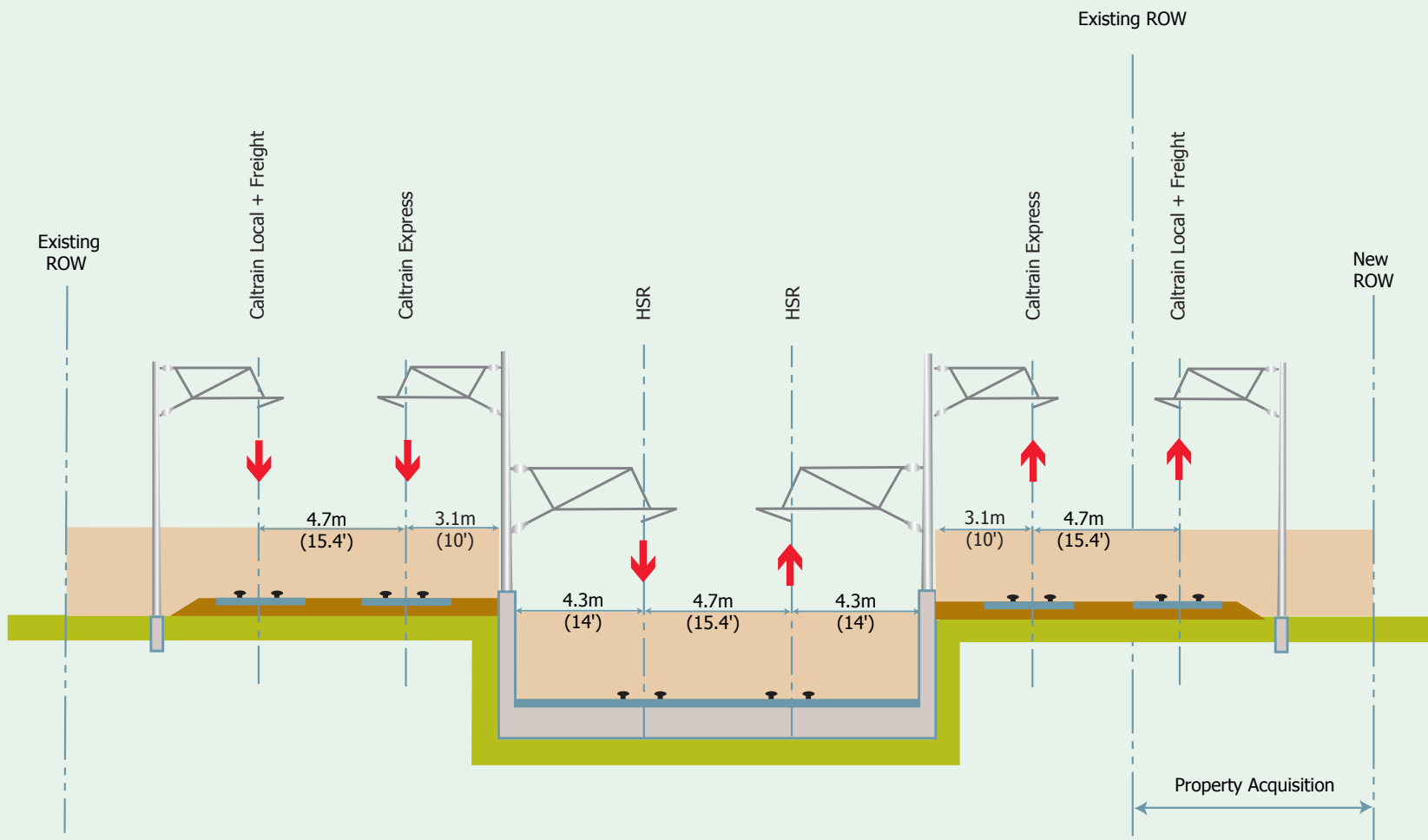
Figure A.35



California High-Speed Train Program EIR/EIS

**Bay Area - Merced Region
San Jose to Oakland
West Oakland Station
West Oakland Station from 14th Ave to Harrison St**

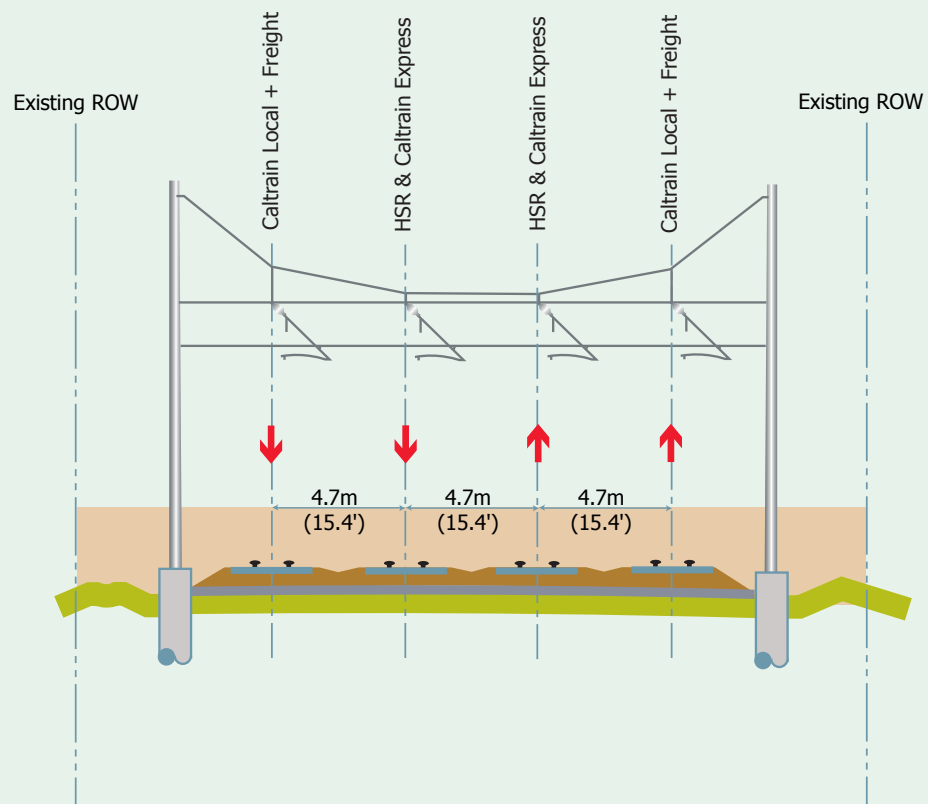
Figure A.36



California High-Speed Train Program EIR/EIS

**Typical Tunnel Approach at Santa Clara Section
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

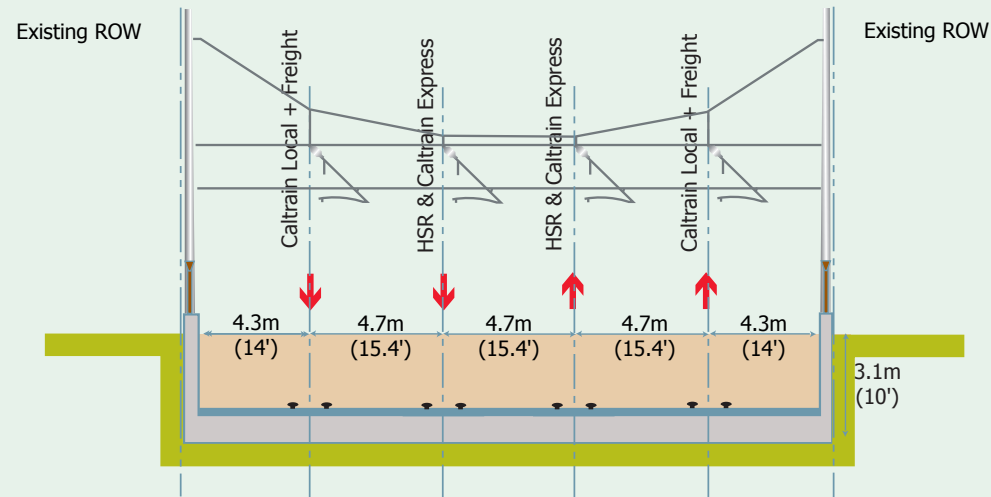
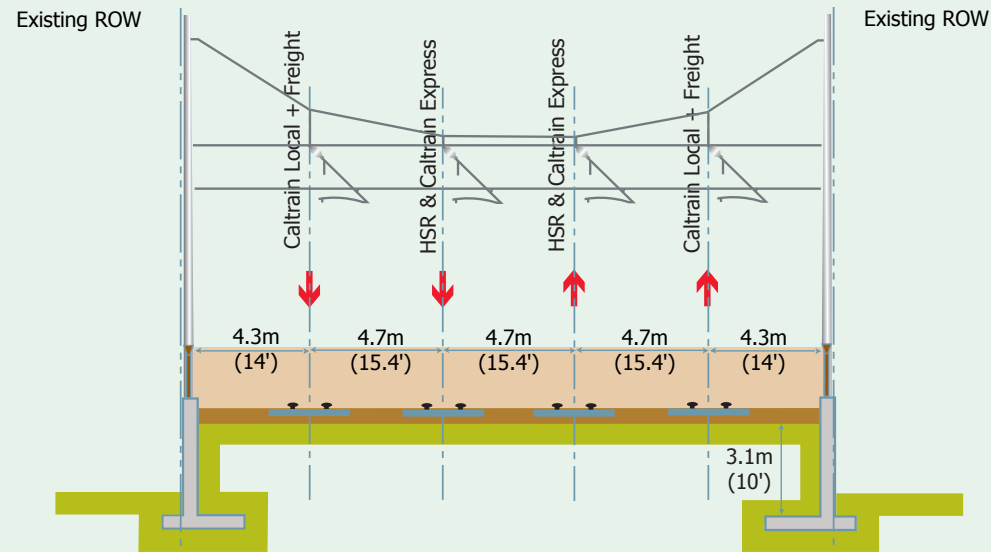
Figure A.37



California High-Speed Train Program EIR/EIS

**Typical Four Tracks at Grade
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

Figure A.38

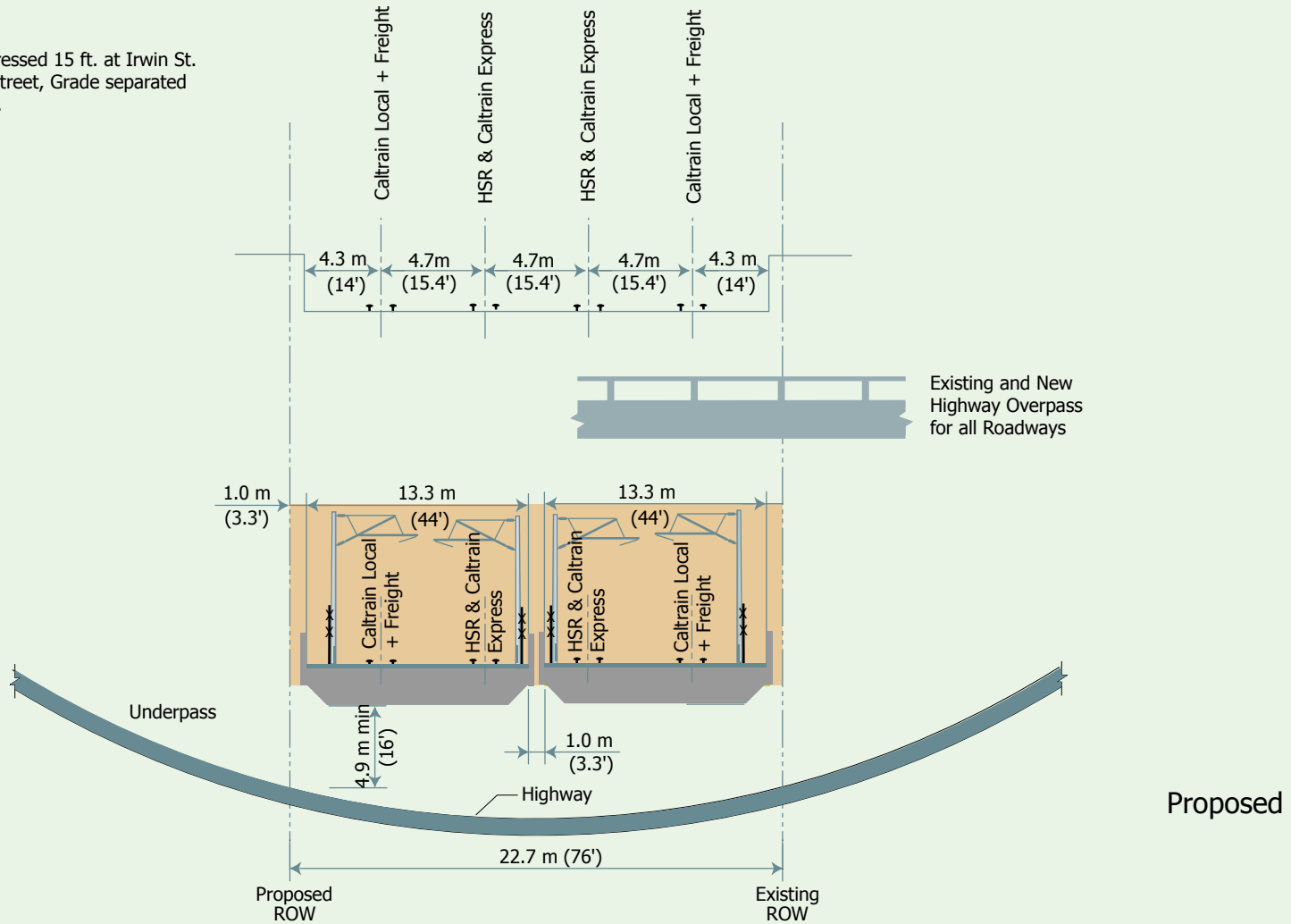


California High-Speed Train Program EIR/EIS

**Typical Depressed and Embankment in San Francisco
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

Figure A.39

Seg. 6
4 main tracks, tracks depressed 15 ft. at Irwin St.
rising to surface at 16th Street, Grade separated
as underpass or overpass.



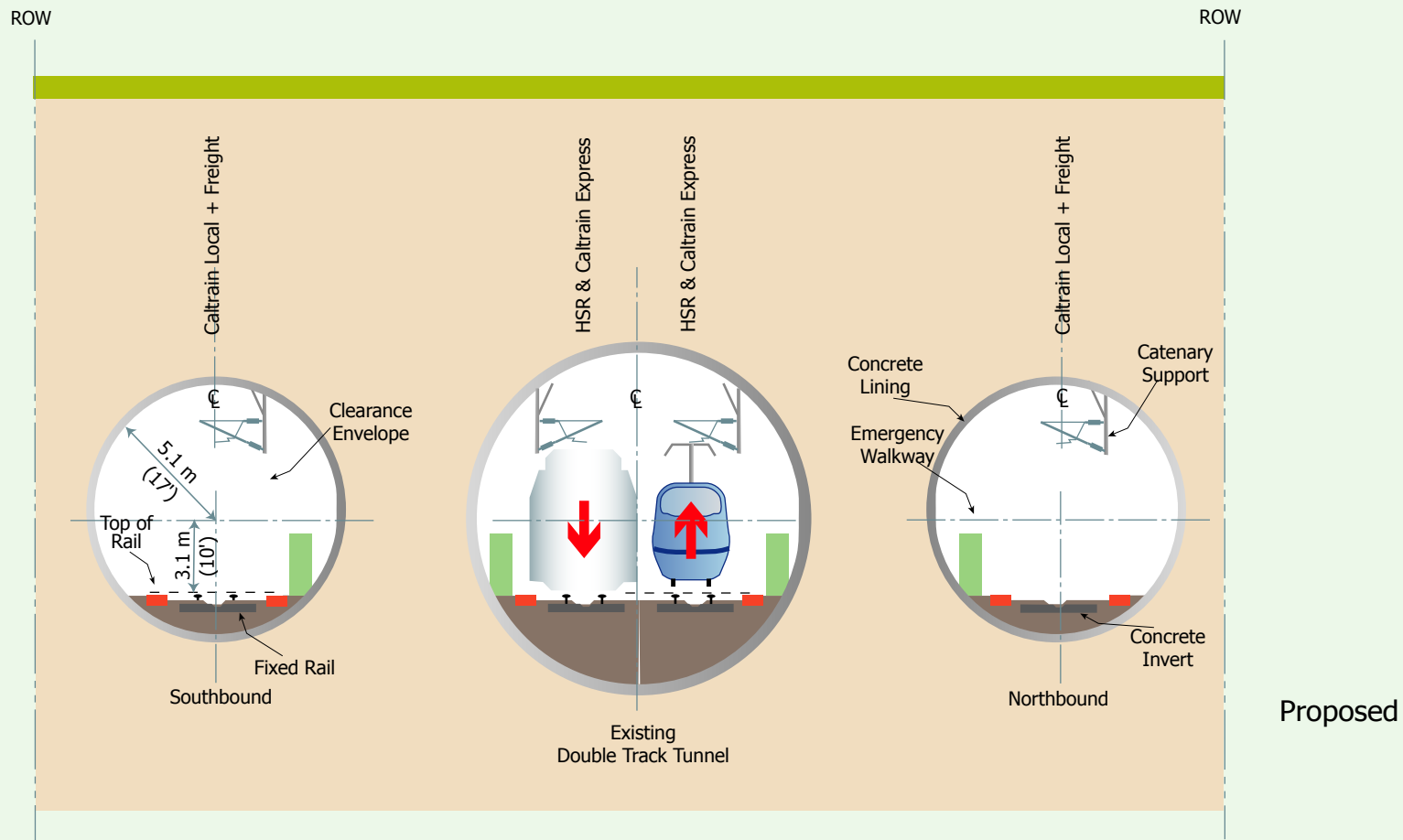
California High-Speed Train Program EIR/EIS

Typical Mainline Highway Underpass / Overpass
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.40

Seg. 7

Tunnel No.1 - 2 new single track at same rail profile as tunnel on each side of existing double track tunnel No.1 .
Some relocated I-280 columns, 22nd St. reconstructed.



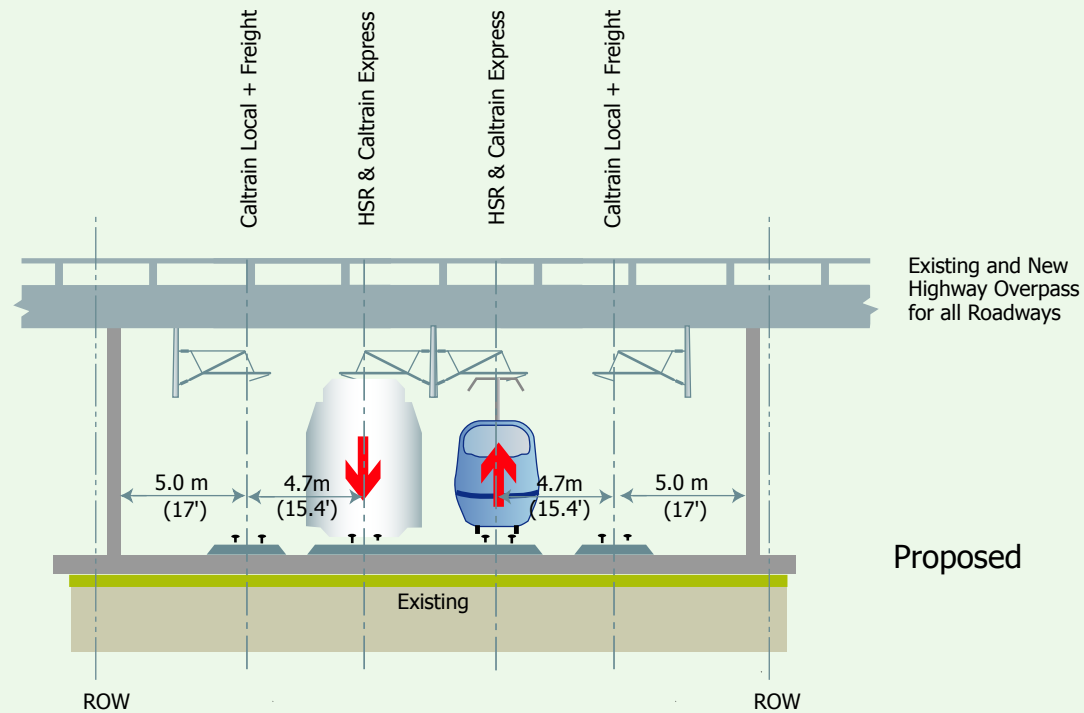
California High-Speed Train Program EIR/EIS

Twin Single Track Tunnels (-6 miles)
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.41

Seg. 8

4 main tracks, one track on each side at existing double main.
Relocate some I-280 Columns. Reconstructed 23rd St. overpass.
New tracks at same profile as existing.

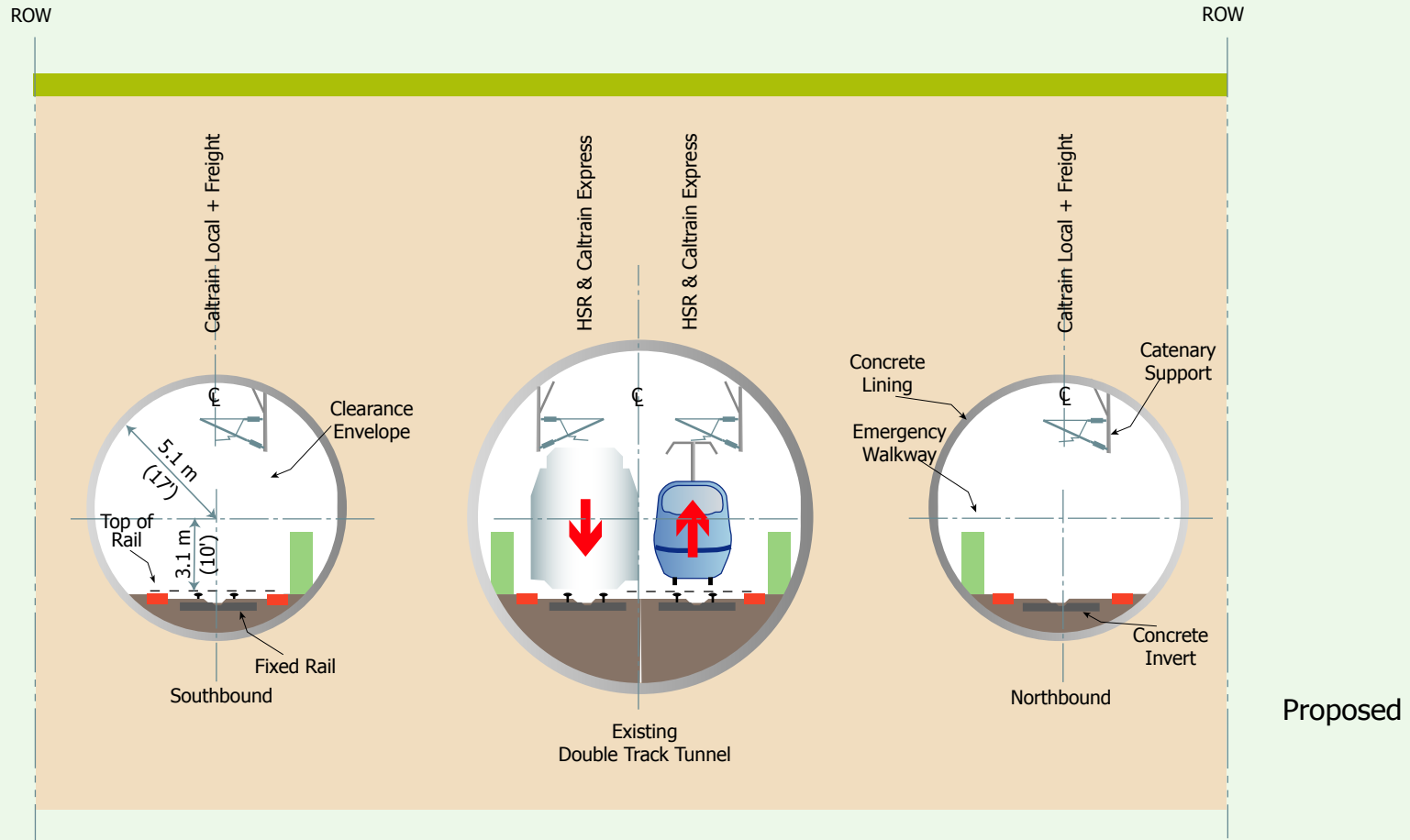


California High-Speed Train Program EIR/EIS

**Typical Freeway Overpass
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

Figure A.42

Seg. 9
Tunnel No.2 - 4 main tracks. 1 new single track tunnel at
existing rail profile east of existing double track tunnel



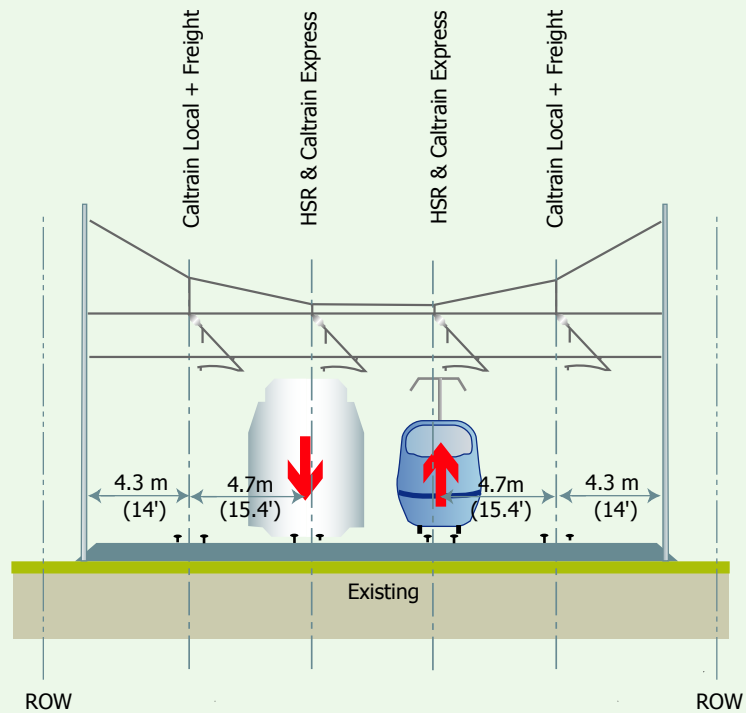
California High-Speed Train Program EIR/EIS

Single Track Tunnels (-6 miles)
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.43

Seg. 10

4 main tracks at existing rail profile on existing slightly elevated embankment. 2 new main tracks on each grade of existing double main.



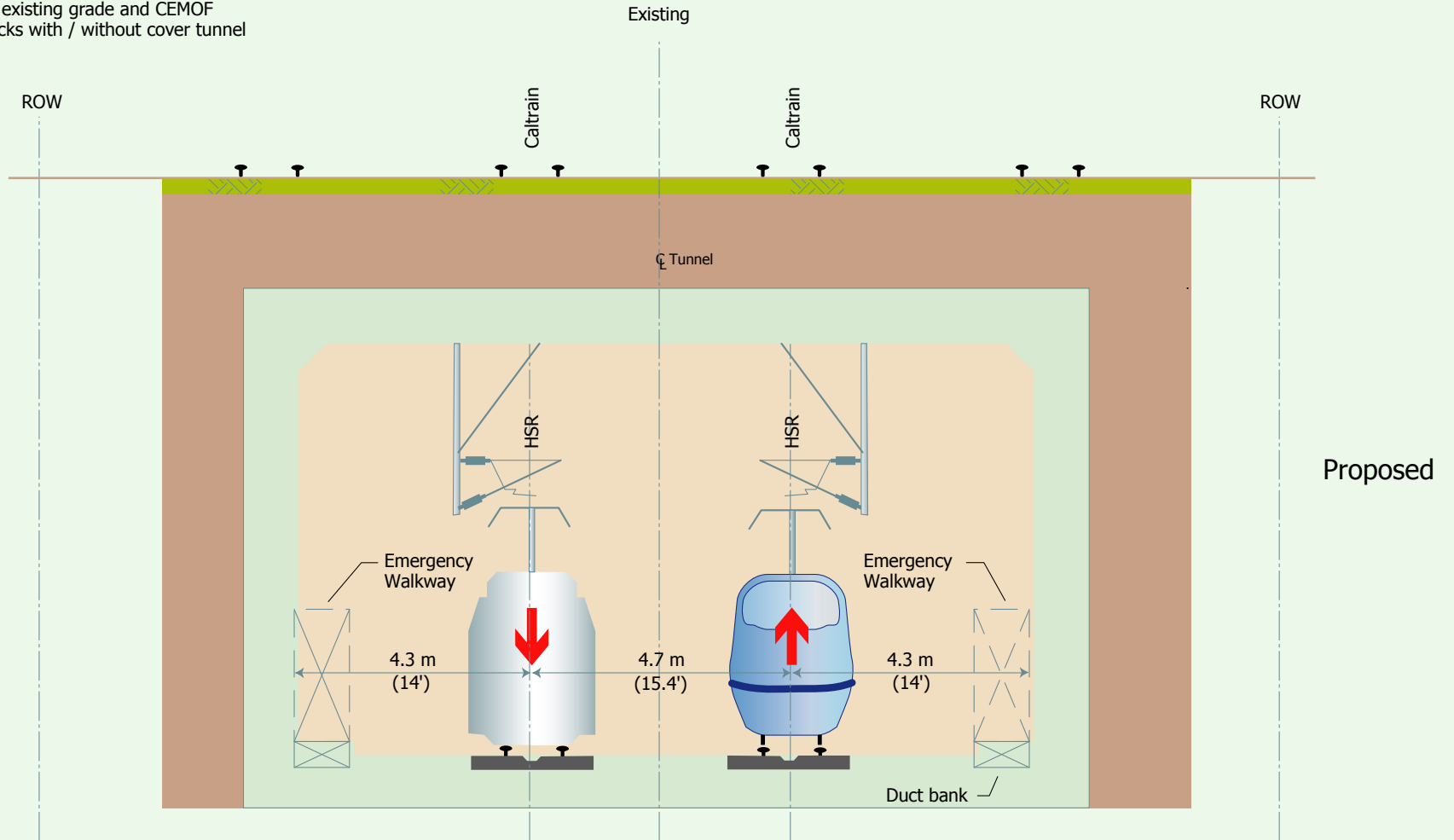
Proposed

California High-Speed Train Program EIR/EIS

**Retained Fill Section
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

Figure A.44

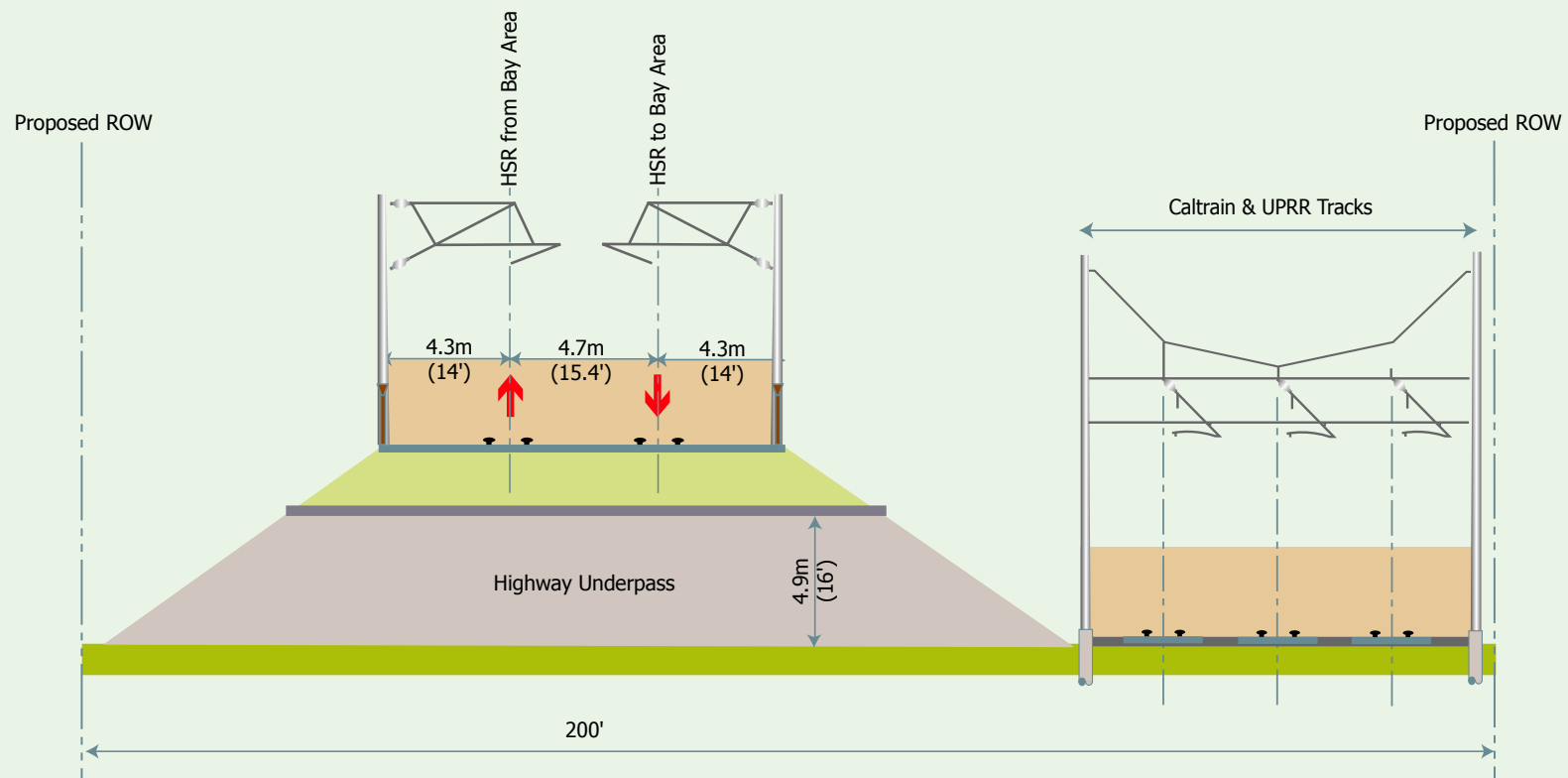
Seg. 42
 4 main tracks at existing grade and CEMOF
 2 high speed tracks with / without cover tunnel



California High-Speed Train Program EIR/EIS

**Double Track Box Section
 Bay Area - Merced Region
 Caltrain Shared-Use Alignment
 San Francisco to San Jose**

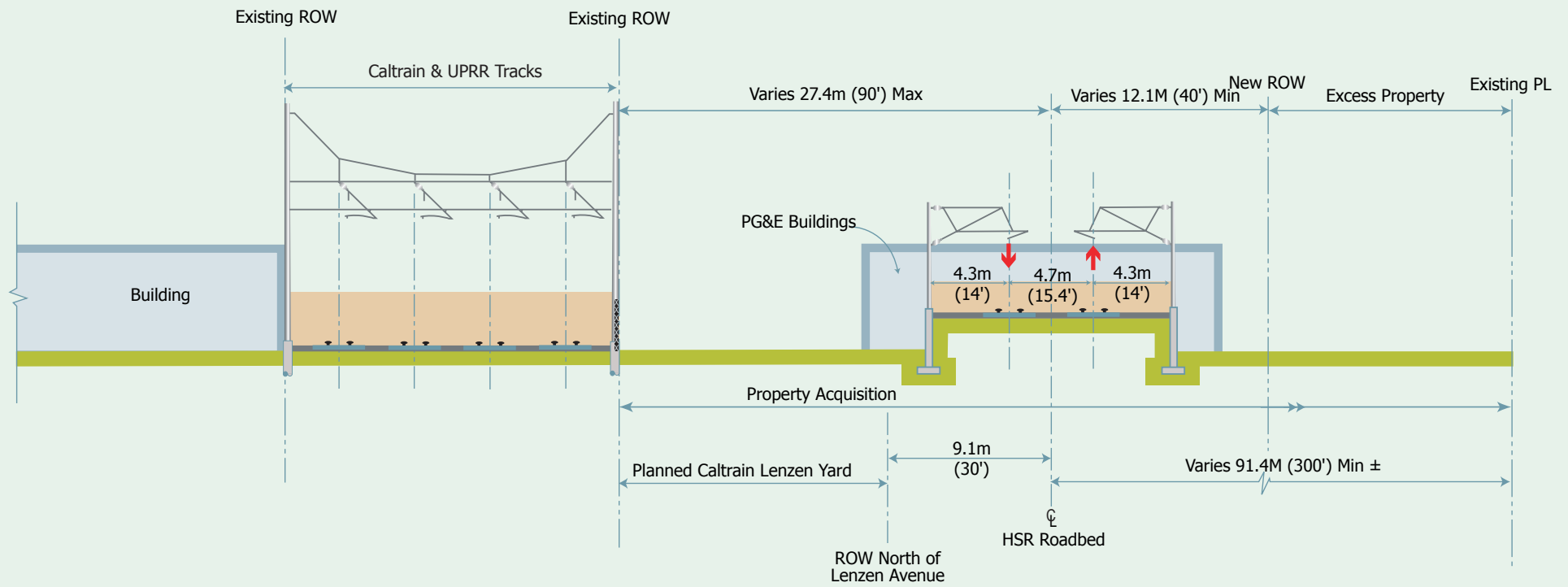
Figure A.45



California High-Speed Train Program EIR/EIS

**Typical Embankment Highway Underpass
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose**

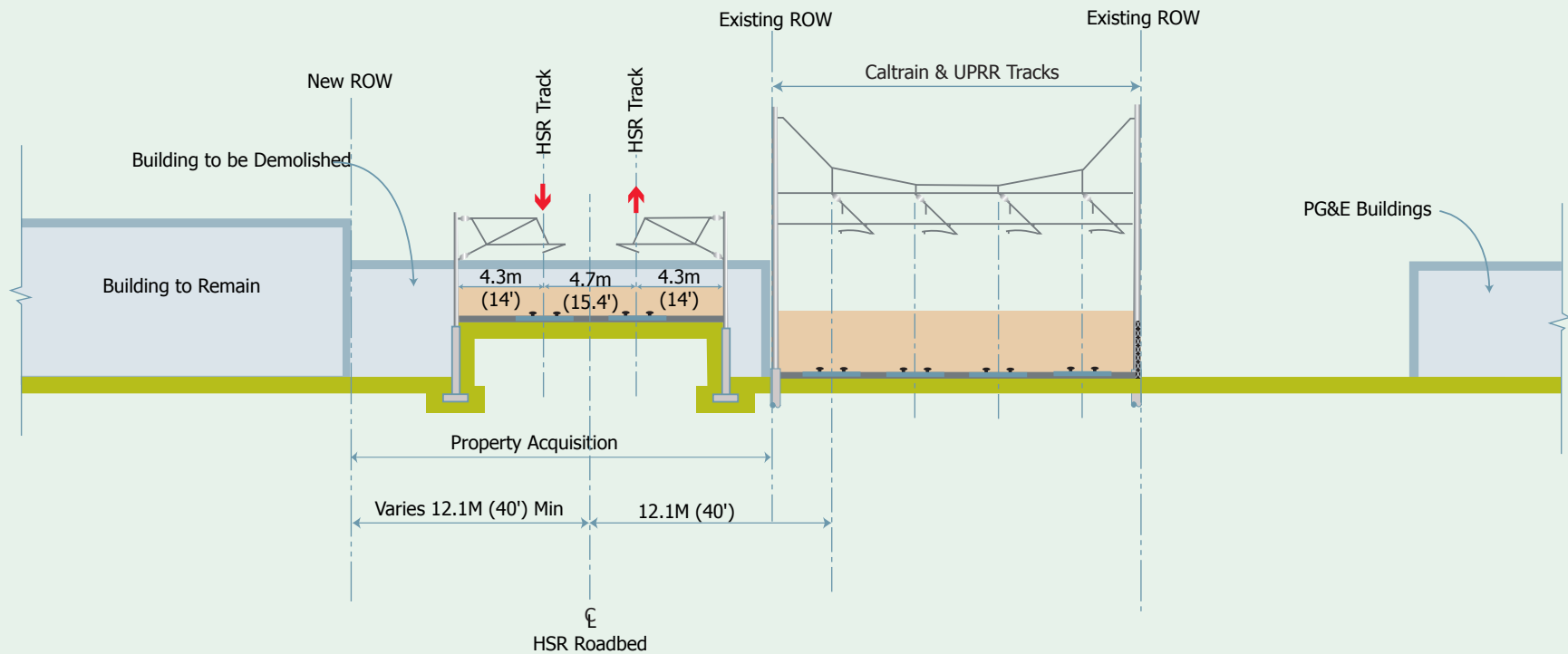
Figure A.46



California High-Speed Train Program EIR/EIS

Retained Fill South of Tunnel Portal, San Jose - Alternative 1
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

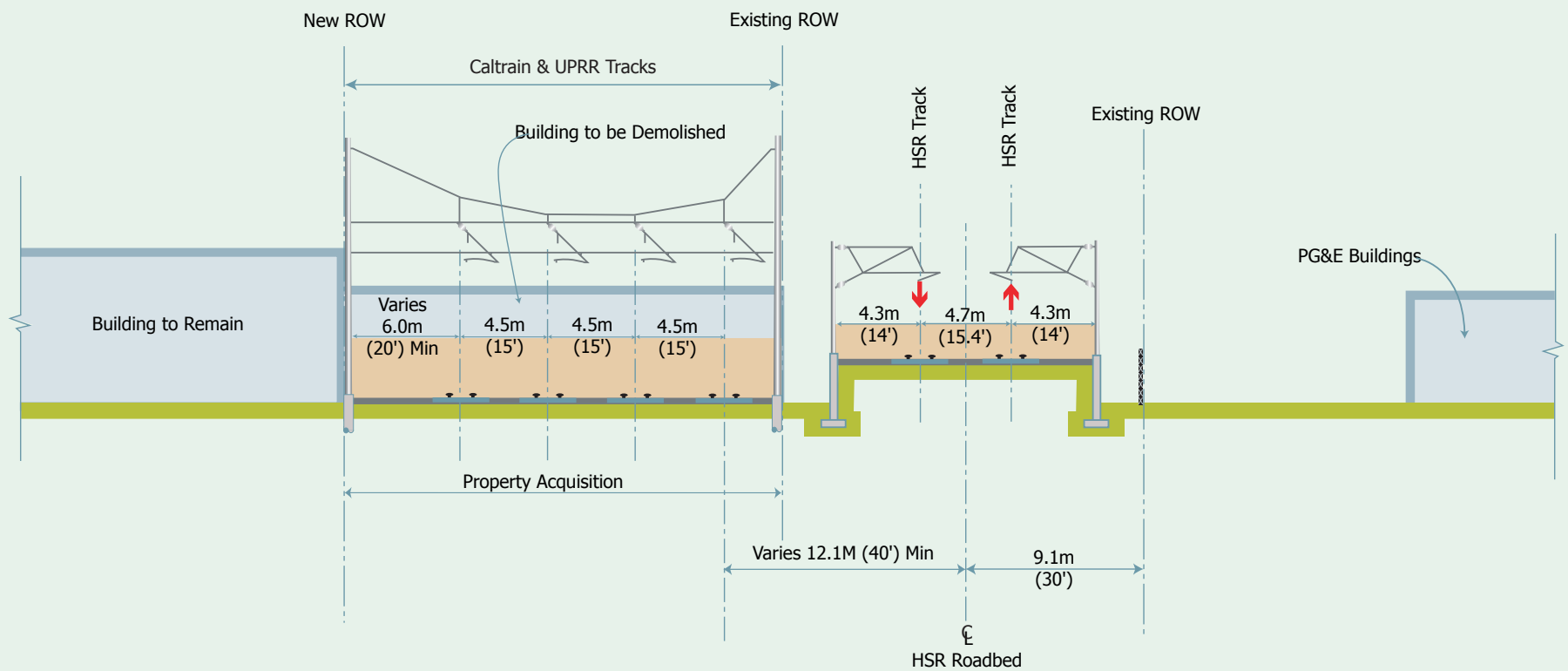
Figure A.47



California High-Speed Train Program EIR/EIS

Retained Fill South of Tunnel Portal, San Jose - Alternative 2
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.48

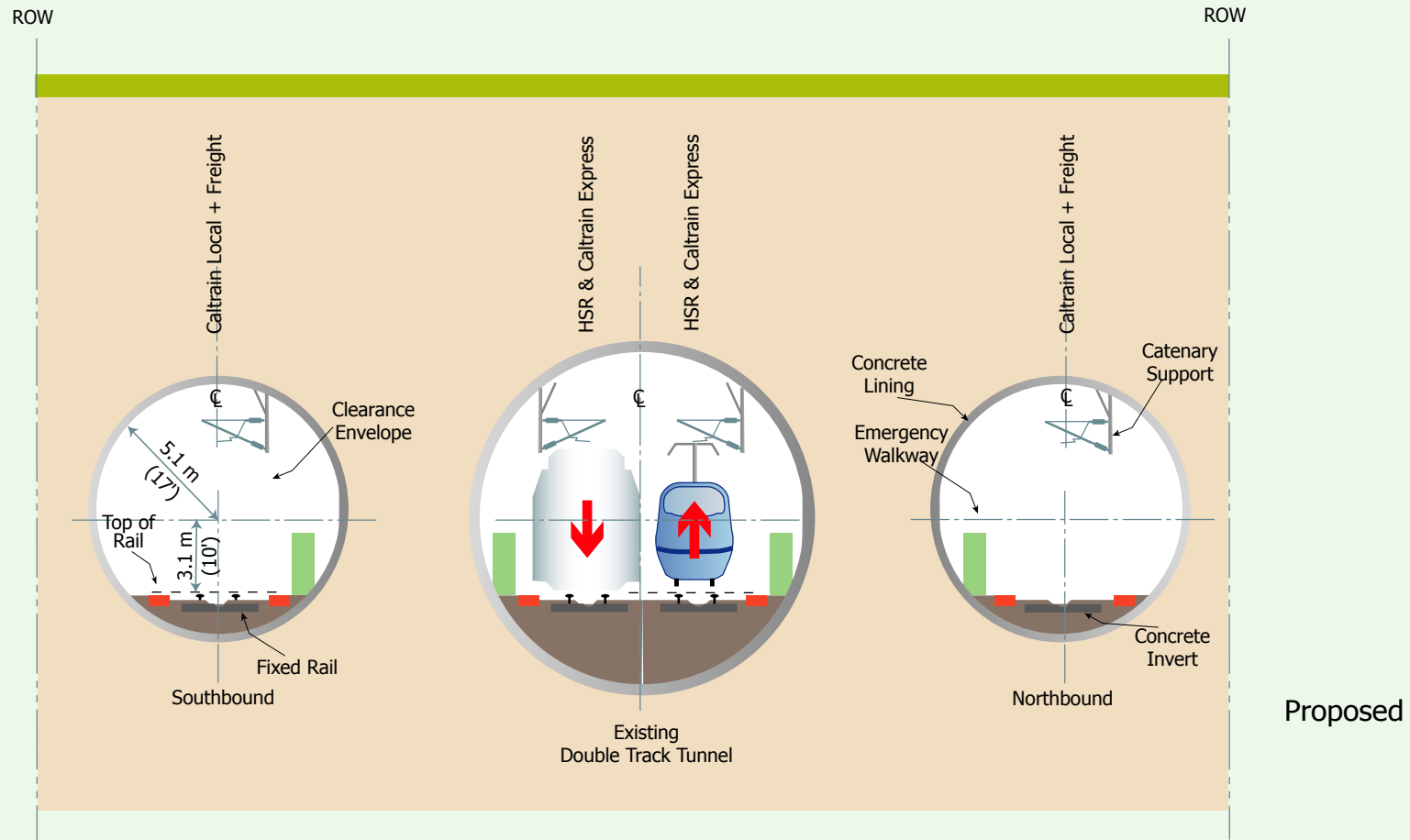


California High-Speed Train Program EIR/EIS

Retained Fill South of Tunnel Portal, San Jose - Alternative 3
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.49

Seg. 11
 Tunnel No.1 - 2 new single track at same rail profile as
 tunnel on each side of existing double track tunnel No.1 .
 Some relocated I-280 columns, 22nd St. reconstructed.

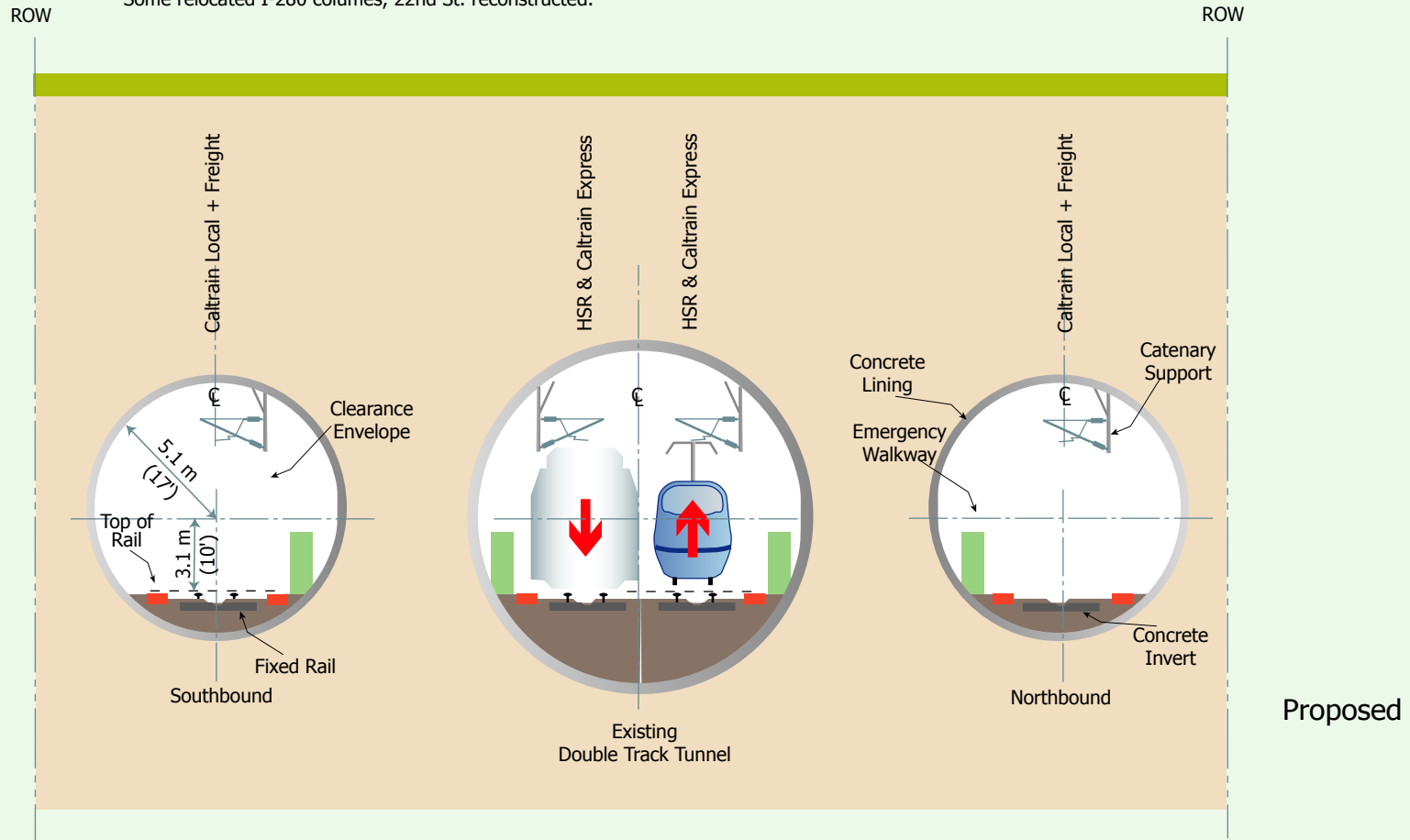


California High-Speed Train Program EIR/EIS

Twin Single Track Tunnels (-6 miles)
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.50

Seg. 13
 Tunnel No.1 - 2 new single track at same rail profile as
 tunnel on each side of existing double track tunnel No.1 .
 Some relocated I-280 columns, 22nd St. reconstructed.



California High-Speed Train Program EIR/EIS

Twin Single Track Tunnels (-6 miles)
Bay Area - Merced Region
Caltrain Shared-Use Alignment
San Francisco to San Jose

Figure A.51